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About ICHCA – International Cargo Handling Co-ordination Association

The International Cargo Handling Co-ordination Association (ICHCA) is an international, independent, not-for-profit organisation dedicated to improving the safety, security, sustainability, productivity and efficiency of cargo handling and goods movement by all modes and through all phases of national and international supply chains. ICHCA International’s privileged non-government organisation (NGO) status enables it to represent its members, and the cargo handling industry at large, in front of national and international agencies and regulatory bodies. Its Expert Panel provides best practice advice and publications on a wide range of practical cargo handling issues.

ICHCA Australia Ltd is proud to be part of the ICHCA International Ltd global network. To access past newsletters and other useful information go to the ICHCA Australia website at www.ichca-australia.com. The ICHCA international website is at www.ichca.com. To join ICHCA please contact Peter van Duyn, Company Secretary of ICHCA Australia Ltd at peter.van-duyn@ichca.com or telephone 0419 370 332.

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ICHCA SA Adelaide luncheon

ICHCA South Australia recently held its first business luncheon for 2022 at the Lakes Resort Hotel in Adelaide. Guest speaker Frederic Frank Seeley AM gave a presentation on *Manufacturing in South Australia and Global Supply Chains*. Mr Seeley is founder and chairman of Seeley International which he founded in 1972. A sumptuous lunch was enjoyed by the attendees and the event presented a great networking opportunity.

The event was sponsored by:



ICHCA Australia supports Megatrans

ICHCA Australia has committed to a partnership with Megatrans for the upcoming trade show and conference. "International trade and the movement of goods will be a key focus for the Megatrans2022 trade show and conference, and ICHCA brings a wealth of experience and expertise to this vital part of the supply chain industry," says Megatrans show director Simon Coburn.



Megatrans claims to be the largest trade event in Australasia bringing together fleets, freight forwarders, importers, and exporters. The event will be held at the Melbourne Convention and Exhibition Centre on 24 to 26 August 2022. For more information visit the website: <https://www.megatrans.com.au/>

ICHCA is sponsoring a number of speaker events. ICHCA members receive a discount on the ticket price. Please contact Peter van Duyn for more information.

Lashing to be done by dockworkers

Dockers in the Netherlands, represented by the International Transport Workers' Federation (ITF), have won a case requiring shipowners to use their services for lashing. In 2020, the unions, ITF, FNV Havens and Nautilus NL sued three shipping companies over their compliance with a clause in the 2018 International Bargaining Forum agreement on "non-seafarers' work" or "dockers' clause", a collective-bargaining mandate for dockers to perform cargo lashing. Even after the clause took effect in 2020, these shipping employers were in the habit of requiring their vessel crews to carry out lashing duties rather than hiring dockers to do the work, according to the ITF.

The Rotterdam District Court ruled that companies who employ seafarers must ensure that cargo handling is performed by trained local dock workers, where possible, and not given to seafarers as an additional responsibility. This secures work for dockers, and the ITF argues that it also increases safety for seafarers. The court's ruling focused exclusively on seafarers' safety, according to the ITF. The ITF has long argued that seafarers put themselves at risk when they carry out lashing work. It has pointed to the deadly accident aboard the *Maersk Patras* in 2019, when a second officer went over the side while lashing containers under way; the death of a seafarer while lashing at a terminal in Dublin in 2018; and other casualties that (it argues) could have been prevented if dockers did the work.

“Lashing can be extremely unsafe for seafarers, who are often untrained in port operations, such as the dangers of moving cranes. Automated terminals and supply chain pressures have further increased these dangers to ships’ crew,” said ITF Dockers' Section Vice-Chair Niek Stam.

AMSA to ban oil tanker for six months

The Australian Maritime Safety Authority (AMSA) recently banned the Liberian-flagged oil tanker *AG Neptune* from Australian ports for six months. AMSA inspected the ship in the Port of Gladstone, in central Queensland, on 17 June 2022 after receiving a complaint regarding the underpayment of seafarers and welfare issues. During the inspection, AMSA found evidence the employment agreement with 21 seafarers on board the ship had not been met and the crew members were collectively owed approximately A\$123,000.

AMSA found evidence the food and drinking water were not of appropriate quality, quantity and nutritional value for seafarers. It’s also understood a seafarer was not provided with adequate medical care after being injured onboard. As a result, AMSA detained the ship for multiple breaches of the Maritime Labour Convention (MLC) and the operator has been directed to pay the outstanding wages and address the deficiencies.

AMSA’s Executive Director of Operations Michael Drake said the seafarers were repeatedly not paid and two crew members had expired Seafarer Employment Agreements. “Australia has zero tolerance for the underpayment of crew. This type of behaviour is unethical and in contravention to the MLC. The international conventions that protect seafarers’ rights are very clear,” Mr Drake said. “Ships visiting Australian ports are on notice that if we find deliberate underpaying of crew, they can expect penalties. AMSA takes the MLC seriously and actively ensures seafarers’ health and well-being is upheld on all ships in Australia.”

Preliminary report on the chlorine tank incident in Aqaba

A number of tanks containing chlorine were being loaded onto the *MV Forest 6* at the port of Aqaba on 27 June 2022. During the operation, a tank fell and was punctured. The release of chlorine gas resulted in the death of 13 and injury of more than 250 people. On 3 July 2022, the head of the Aqaba Port incident investigation committee held a press conference announcing initial findings. It seems a flagrant breach of safety procedures was the main cause of the incident.



[Please click here to view further details](#)

Image: ICHCA

ICHCA International is grateful to the Jordanian Chemical Process Safety Engineers Society for sharing this information.

APL Vanda loses containers overboard

A CMA CGM-operated containership recently lost 55 containers overboard while underway in the Indian Ocean off the coast of Djibouti. CMA CGM said the vessel suffered an “unexpected incident” during a westbound voyage on 3 July, delaying its arrival in North Europe by two weeks. CMA CGM stated that about 55 containers from a single bay fell overboard whilst the vessel was facing heavy weather en route from Singapore to Suez, just before entry to the Gulf of Aden. No injury has been reported and all crew members are safe.

APL Vanda is operated on CMA CGM's FAL3 service connecting Asia with North Europe. The ship was built in 2013, is registered in Singapore and has a capacity of 17,300 TEU. The vessel stopped in Djibouti to clear some damaged containers on deck before safely continuing her voyage. In 2016, *APL Vanda* made headlines after it intentionally grounded in the Solent outside the Port of Southampton after experiencing a loss of power.

Ports Victoria releases 30-year strategy

The Victorian Government has released *Navigating our Port Futures: The Victorian Commercial Ports Strategy* as a key response to the independent review of the Victorian ports system, which identified the industry's desire for a state-wide vision for the sector.

Navigating our Port Futures is supported by four strategic objectives and associated priority actions that will guide Victoria's action over the next five years. Objectives and actions will be reviewed and updated every five years over the 30-year horizon of the strategy. The strategy's objectives are for a ports system that is responsive to market demands. The Victorian Government's role in supporting the ports system to accommodate Victoria's rapidly growing freight task will focus on:

- Supporting capacity growth at the Port of Melbourne
- The Port of Hastings multi-use facility
- Station Pier and the future of Victoria's cruise shipping, and
- Geelong channel optimisation.

The Victorian Government plans to set the appropriate planning frameworks to protect ports and their transport corridors from sensitive-use encroachment while managing potential urban amenity impacts by:

- Enhancing statutory planning arrangements at our commercial ports
- Preparing commercial port landside access plans
- Delivering Port Development Strategies (PDSs)
- Planning protections for Bay West, and
- Conducting a review of land protected for development at the Port of Hastings.

Over the next five years the Victorian Government will develop key policy tools to support an efficient and effective ports system, through:

- Making Ports Victoria a more active participant in the Victorian Ports System
- Building on the success of the Voluntary Port Performance Model
- Helping ports to support Victoria in driving supply chains to net zero emissions
- Enabling an appropriately qualified and skilled workforce, and
- Responding to the Essential Service Commission's Port of Melbourne Lease inquiries.....

Over the next five years, the Victorian Government will focus on implementing the following key actions:

- Strengthening Ports Victoria's role in state-wide navigational safety
- Strengthening the maritime elements of the port Safety and Environment Management Plans
- Implementing new licensing regimes for pilotage and towage, and
- Local ports and waterways reforms to improve marine asset planning and maintenance outcomes.

You can find out more by downloading the [***Navigating our Ports Future \(summary report\)***](#) and [***Victorian Commercial Ports Strategy \(full report\)***](#).

Wallenius Wilhelmsen and IBC develop RoRo Cube



Image: Goodpack

In partnership with the world's leading returnable metal Intermediate Bulk Container (IBC) provider, Wallenius Wilhelmsen (WW) has developed a standardised packaging solution for the RoRo shipping of chemical goods and EV battery components (cathode and auto parts), to offer a new shipment platform.

WW has signed an agreement with returnable galvanized container provider Goodpack to provide an integrated logistics solution known as the RoRo Cube, a new transportation option for shipping many different types of products, from natural and synthetic rubber to chemicals and EV batteries, on WW's RoRo vessels.

Goodpack will offer stackable, reusable IBCs to shippers from its fleet of over four million collapsible metal IBCs. With ESG sustainability a top priority globally, industries and consumers are ramping up efforts to reduce emissions and support the transition to clean energy. This emphasis on ESG sustainability is most apparent in the fast-growing EV industry. Moreover, with EV sales accelerating (six out of every ten new cars sold globally by 2035 are predicted to be electric), this collaboration will help to support EV supply chains.

An advertisement for ForkliftAction. On the left, three workers in safety gear (hard hats and high-visibility jackets) are standing in a warehouse or industrial setting. On the right, a tablet displays the ForkliftAction website, which includes news, a directory, forums, and machinery listings. The text 'Take us with you...' is overlaid on the image. Below the image, a red banner contains the text 'ForkliftAction: news, trading, networking for anyone who works with materials handling'.

ALC appoints a new CEO

The Australian Logistics Council (ALC) has appointed a new CEO, with Dr Hermione Parsons taking up the key supply-chain leadership role. ALC Chair Philip Davies welcomed the appointment and said Dr Parsons brings a wealth of knowledge and real-world experience across the end-to-end supply chain with a career spanning the food industry, ports, economic issues, policy and research.

“The ALC Board is excited to have appointed Dr Parsons to this key leadership role and we are all looking forward to working closely with her, as we continue to advocate for a stronger supply chain and support our members,” Mr Davies said. “Dr Parsons has held executive leadership, research and public policy roles at a number of leading Australian institutions, including serving as the director of a centre for supply chain and logistics at two Universities and as co-founder of *Wayfinder*, an initiative focused on increasing female participation and diversity in the supply chain workforce.”

ACCC approves Aurizon’s acquisition of One Rail

The ACCC will not oppose the proposed acquisition of One Rail Australia (ORA) by Aurizon, after accepting a court-enforceable undertaking from Aurizon to divest One Rail’s east coast business. “Without the divestment of One Rail’s east coast business, the ACCC considered that the proposed acquisition would reduce the number of main competitors in the supply of coal haulage in New South Wales and Queensland from three to two, likely resulting in higher prices or decreased service levels,” ACCC Chair Gina Cass-Gottlieb said.

Aurizon and One Rail both supply rail haulage services for coal in New South Wales and Queensland and are two of the three main suppliers of coal haulage in these states, along with Pacific National. Aurizon is the largest supplier of coal haulage in Queensland, and the second largest in NSW. One Rail is a well-established third supplier in NSW and has recently emerged as a third competitor in Queensland. Aurizon offered a proposed undertaking to the ACCC early in the process to divest One Rail’s east coast business, which includes its coal haulage operations in NSW and Queensland. The undertaking allows Aurizon to sell the business either by a trade sale or demerging it as a new separate ASX-listed entity.

“The divestiture ensures that there will remain three main suppliers of coal haulage in New South Wales and Queensland,” Ms Cass-Gottlieb said. The ACCC also considered the impact of the proposed acquisition on competition in one or more regional markets for the supply of rail haulage services for bulk commodities other than coal. “We are also satisfied that the divestment of One Rail’s east coast business would preserve it as a potential competitor to Aurizon for the supply of non-coal bulk rail haulage in the future, and Aurizon would continue to be constrained by a number of existing bulk rail haulage competitors,” Ms Cass-Gottlieb said.

Following the acquisition, Aurizon will retain One Rail’s bulk haulage operations and rail network assets in South Australia and the Northern Territory. In October last year, Aurizon signed an agreement to acquire ORA for \$2.35 billion.

ICHCA joins Container Cleanliness Industry Advisory Group

World food security and biodiversity is at risk from contaminating pests. Plant pests and diseases are responsible for the loss of up to 40% of global food crops and trade losses exceeding \$22 billion annually.

The lead UN body the Commission on Phytosanitary Measures has created a phytosanitary expert focus group to look at potential pest contamination on sea containers. Recognising the need for supply chain input, they asked industry to form a Container Cleanliness Industry Advisory Group (CCIAG) to provide advice, suggestions, and recommendations on:

- cleanliness of the interior and exterior of intermodal freight containers and their cargoes
- risks of pest contamination in the international containerized supply chain.

ICHCA International is pleased to report that their application to join the CCIAG has been accepted. Managing contaminating pests is best approached through collective effort that includes plant protection, industry, and other stakeholders. Critically, ICHCA’s role is to work with stakeholder partners to ensure safety is “baked in” to the delivery of practical and sustainable outcomes. Next steps... a major

international workshop on reducing the introduction of pests through the sea container pathway to be held in London, UK on 19 to 20 September 2022.

Austal and Spectainer to enter strategic partnership

Austal Limited is pleased to announce the establishment of a strategic partnership with Spectainer, an industrial technology developer for shipping and logistics. Spectainer has developed an innovative, fully patented collapsible container, COLLAPSECON® and associated, fully automated COLLAPSECON® Operating Station (COS) that improves operational efficiencies, delivers economic savings and reduces environmental impact across global logistics supply chains, without requiring a fundamental change to the industry or trade.



Image: Spectainer

The strategic partnership is centred on optimizing COLLAPSECON® and the associated COS for mass manufacturing at Austal Vietnam’s shipyard in Vung Tau. This includes developing production capability, capacity and the necessary material supply chain to support mass production of COLLAPSECON® and COS.

Austal Limited Chief Executive Officer Paddy Gregg said: “Austal is very excited to be involved with Spectainer in a venture that has tremendous potential to positively impact global greenhouse emissions. We are confident that our team of skilled engineers, in Vietnam and Australia, working closely with Spectainer will successfully bring this game-changing product to market.” Spectainer Managing Director Nicholas Press said: “We are thrilled to be partnering with Austal for the optimisation and mass production of COLLAPSECON® and COS. Austal is one of the best ship builders, not just in Australia, but globally. COLLAPSECON® containers are designed so that four collapsed containers may be transported in one container, resulting in meaningful economic savings, increased operational productivity on land and sea, and reduced carbon emissions.”

Updates from the Department of Agriculture, Fisheries and Forestry

New Inspector General appointed

Dr Lloyd Klumpp has been appointed as the Inspector-General of Biosecurity from 25 July 2022. Lloyd started his career as a veterinarian in mixed agricultural practice. After 25 years in the private sector, often working to deliver government Biosecurity programs, Lloyd joined the Victorian Department of Primary Industries as a veterinary officer, eventually becoming the director of the operations branch of Biosecurity Victoria. Until recently, Lloyd was the general manager of Biosecurity Tasmania, a position he held for nine years.

BMSB

The Department is delivering three industry information sessions covering the upcoming Brown Marmorated Stinkbug (BMSB) seasonal measures. These measures will apply to certain goods shipped to Australia as sea cargo between 1 September 2022 and 30 April 2023 (inclusive). The sessions will provide information on the BMSB seasonal measures for goods being imported, shipped, or treated during the BMSB risk season. The sessions will also provide industry with the opportunity to ask questions about the proposed measures.

The Department will host three online sessions (see link below). Due to limited numbers for each session, please only register for the online session you are likely to attend.

130-2022: Register to attend the Brown Marmorated Stink Bug (BMSB) season Industry information sessions - DAFF (agriculture.gov.au)

DCCC meeting

The latest DCCC (of which ICHCA is a member) meeting has been held on the 13 July. If you would like more information, please contact ICHCA Australia's representative on the DCCC Peter van Duyn. A summary of the meeting will be published on the Department's website. The next meeting will be in November.

Impact of FMD on shipping

The Department recognises that vessels and containers present potential pathways for the foot and mouth disease (FMD) virus and measures are already in place, which extend to all countries with FMD, not just Indonesia. Vessel masters and shipping agents are reminded of their obligations to ensure requirements for cleaning and disinfection of conveyances are strictly adhered to. In early July, requirements for additional footbaths for entry and exit to livestock vessels whilst docked at port were implemented, and other directions updated. Should additional measures be necessary across the cargo and commercial vessel pathways, the Department will engage with relevant industry groups and issue further advice.

Biosecurity awards

Nominations for the 2022 Australian Biosecurity Awards (ABAs) are now open. The ABAs provide important recognition for biosecurity champions across industry, government and the community. These champions are making a significant contribution towards safeguarding our nation from pests and diseases.

There are eight award categories that recognise a wide range of stakeholders:

- Dr David Banks Lifetime Achievement Award
- Dr Kim Ritman Award for Science and Innovation
- Environmental Biosecurity Award
- Industry Award
- Education Award
- Government Award
- Community Award
- Farm Biosecurity Producer of the Year

Nominations close at 5pm AEST on 22 August 2022.

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